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The Toronto World

TWELVE PAGES—THURSDAY MORNING JULY 28 1910—TWELVE PAGES

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30TH YEAR

PRESIDENT HAYS ALONE NOW RESPONSIBLE FOR STRIKE CONTINUING

ROAD IMPROVEMENT CAMPAIGN IS UNDERTAKEN IN EARNEST

Main Highways Leading to City
to Be Made Perfect,
Province Paying
One-Third.

**BAD ROADS ARE COSTLY
TO THE CITY'S TRADE**

ROADS TO BE IMPROVED
Lake Shore, Dundas, Weston, North
Yonge-street, Don Mills, Kingston,
Durham and Etobicoke.

APPORTIONMENT OF COST
Ontario Government, city and York
County each one-third.

A meeting which overflowed with enthusiasm in the cause of good roads, representatives of the city council, board of trade, guild of civic arts and York County Council, passed a resolution heartily approving the plan of improving the main roadways leading to the city, on the basis as given.

The resolution had its author, Reeve W. H. Pugsley of Richmond Hill, a foremost advocate of bettering the roadways of the province, and as its seconder, Controller Church, whose movement in council last year for the creating of a metropolitan area of roads round the city was the first step to do with launching the campaign which now promises brilliant success.

The next step is to be a meeting of York County Council to receive the recommendation of its delegates, and a conference on Tuesday, Aug. 3, of the city and county councils. It is hoped to have Hon. Dr. Reesman, provincial minister of public works, in attendance as well as his deputy, W. A. McLean, and that negotiations will be brought to a point which will enable application to be made to the legislature next session for power and leases debentures for the work. The cost has yet to be estimated, but Lionel H. Clarke, chairman of the board of trade's good roads committee, believes that \$500,000 will be sufficient for present purposes.

The Ontario Government's share is fixed under the good roads act, whereby the government undertakes to contribute one-third of the cost of any plan of roadway improvement decided upon by municipalities.

A Good and Bad Stretch.

It was a good stretch at Cooksville yesterday. Leaving the city hall in a dozen automobiles at 11:30 a.m., the party proceeded by the Dundas-road to Cooksville, where luncheon was served at Bowes' Hotel. The busines meeting for the afternoon those present were: Controllers Ward and Church, Ald. McCauley, Dunn, Hamblin, Maguire, McCarthy, O'Neill and Phelan; John C. Eaton, Lionel H. Clarke, C. A. Stone, W. F. Maclean, M.P., Charles E. Smith, W. V. Smith, W. G. Thompson and F. G. Morris, W. A. McLean, provincial commissioner of good roads; York County representatives, Reeves Henry, York Township; W. H. Pugsley, Richmond Hill; John Gardhouse, Etobicoke; Jonathan Nigh, Markham; Georgeuse, Vaughan; R. D. Bell, Weston; W. N. Annie, Scarborough; and W. H. Kennedy, Toronto Township, Peel County.

The party encountered a bad stretch of road from the western limit of the city on Dundas-street to Lambton, and on crossing the river to the Dundas-road, where it has been completely reconstructed as a good road by J. C. Eaton, they made rapid headway. This road is 3-10ths of a mile long, flanking the 40 acre farm of Mr. T. Eaton Company, and is being regarded as the latest sidewalk, and was a pleasure for everyone to travel over. The manner in which it has stimulated the country round was shown in the number of farmer's rigs moving along it. As a public improvement it was evidently highly appreciated. Return to Lake Shore-road. From Port Credit to Long Branch, the roadway was in fair shape, but from Long Branch eastward, it was found to be in miserable condition.

Should Be the Best.
Controller Ward, who presided at the meeting following the luncheon, called first upon W. A. McLean, deputy provincial minister of public works, who referred to the trip some weeks ago as having taken place over much worse roads than encountered on the way to Cooksville. He said in his report that the Eaton-road, which he thought must have proved a revelation to the party, after finding other roads in York County in so bad a state, within a radius of 40 miles around Toronto, the roads should be the best in the world, he declared, pointing out that the road traveled was laid out by God's Grace six years ago. He was glad the captains of industry were taking the initiative in the movement. Even the smaller roads should be improved so as to surpass the Eaton-road.

"In the enterprise you will have the hearty sympathy of the Ontario Government, which I hope will be called upon at an early date to give its contribution of one-third," said Mr. McLean.

Might Tax Motorists.
Controller Ward suggested that the southern townships should get together and decide what share they were willing to give. The number of automobiles in Toronto is rapidly increasing, and while the roads were not to be improved for their benefit, it should be remembered that they were heavy taxpayers. Possibly they might be asked to contribute a special tax. The city wanted to apply to the legislature next session for the right to raise the necessary funds.

Lionel H. Clarke, chairman of the good roads committee of the board of trade, said the board felt that the

GOOD ROADS GOT GOING

The good roads movement originating with the County of York, the City of Toronto and the board of trade, got a fair start yesterday on definite lines. At a meeting of representatives of these different bodies held at Cooksville, under the chairmanship of Controller Ward, the conclusion was reached, after a good discussion, that the city should pay a third, the county a third, and the government a third toward the reconstruction of the main thoroughfares leading out of Toronto for an average say of 20 miles, covering seven roads, and comprising in the neighborhood of 120 miles more or less. But it was not exactly the length of the roads to be improved that was the point, but the co-operation of all the parties so as to get the good roads movement under way.

The World believes that this is a step in the right direction, and we trust that all these three bodies will hold together until they get the work completed. What, however, all the speakers seemed to favor was the idea that the time had arrived when the government should take charge of the good roads movement, have the municipalities lay out the work, submit it to the municipalities for approval and cooperation, and for the government, or a good roads commission to take charge of the work, and look after the subsequent up-keep. We believe Ontario ought to follow the example of the State of New York and all other leading states in the Union, who are working now on similar systems like this.

We believe the improvement of Ontario as a farming province, as the home of manufacturing towns, and as a business centre, depends almost entirely on good roads being started from the centres of population and radiating out into the country in every direction. There is no reason why Toronto should not be one centre, Hamilton and Niagara Falls another, Brantford, London and Windsor to the west, and to the east Port Hope, Trenton, Kingston and other places that could easily be named in the same way, and that a movement starting from each of these centres, assisted in a way by the government and by the municipalities themselves, would soon restore most of the highways of the province and give a new impetus to business and agriculture and improve the conditions of the people in a way heretofore unknown to this country. Such a movement, we are quite confident, would double the value of all the land affected, improve the business, and carry untold benefit to the whole community. The World trusts now that the gentlemen who have this matter in charge will not cease until they get it under way, and we are quite confident that they will have special co-operation from the provincial authorities.

But the great thing now is to get the work started. It will prove itself as it gets going. In the meantime take a ride over the new Eaton section of Dundas-street.

RUMOR OF FRICITION IN GREY'S ENTRANCE

Relations Between Earl of Lonsborough and Governor-General Strained.

OTTAWA, July 27.—(Special)—The vice of Earl Grey's departure for Hudson Bay—left to-day—was marked by an interesting incident which seems to have more in it than just appears on the surface.

One of the local papers made the announcement that the Earl of Lonsborough had resigned his position as military secretary to the Duke of Connaught, and was to return to England in October. Another paper suggested that the relations between the governor-general and Lonsborough had not been at all smooth. This of course received the expected official denial from government sources.

The situation led an official of government house to remonstrate with the local papers to-day that his excellency has ignored Canadian newspapers, but Canadian newspapermen, being ignored, will have to pay their own way in one of the most expensive journeys that could possibly be taken by private parties.



JAMES BOURKE,

who having struck and badly injured a man at North Bay, took him from place to place seeking medical aid, only to have him die on reaching Toronto General Hospital. He is now under arrest.

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STRIKERS ARE CHEERFUL OWN REPORTS ARE GOOD

Vice-President Berry Says G. T. R. is Handling Less Freight Even Than It Should Be Doing.

Last night's meeting of the strikers at St. Andrew's Hall was cheerful and unanimous. Despite Superintendent Brownrigg's statement that the company is now handling 50 per cent of its normal freight traffic, Vice-President Berry of the O. R. C. said that it was not handling 5 per cent.

"I know there is very little, if any, freight moving," he added. "Practically nothing is being handled by the company. I haven't seen anything here in the way in the length of time they have had, and the fact that they haven't is conclusive evidence that they will not be able to."

The movement into Toronto that was observed by watchers yesterday, out of fourteen cars of ice, from Lake Simcoe, was a train which steamed in from Brockville way and landed in Mimico. Only twenty trucks were observed at the end of the Simcoe-street freight sheds, and a shipper was outspoken in his annoyance. He said that the company were only accepting a limited amount of freight from certain, if not all, large shippers. Every day they were promising to be able to handle everything "tomorrow."

The company advised a week ago to the men that there was no room in apple pie order," said Mr. Berry. "Mr. Hayes wrote an article for The Montreal Gazette Monday morning stating he was sorry for the misled employees, but they could sit on the fence now and watch the trains go by. Well, the last twenty-four hours the superintendents have been trying to persuade the men to go back to work. That is a week after they had all the men they wanted."

"There hasn't been a freight car moved on the 8th, 9th and 10th districts since the strike went into effect, and great percentages of passenger trains have been canceled. To-day they moved 14 cars of ice from northern division. That is the first movement there. The conductor was a locomotive fireman and the brakeman was an office boy about 15 years old."

No Disensions.

Asked about an item in an evening paper saying that the reason the international presidents of the two unions were brought to Canada was because the local leaders were not strong enough to carry on the fight; that the progress of the strike had been anything but satisfactory, and the railroads had grown weary and would settle independently of the trainmen if the latter didn't hurry up, Mr. Berry replied:

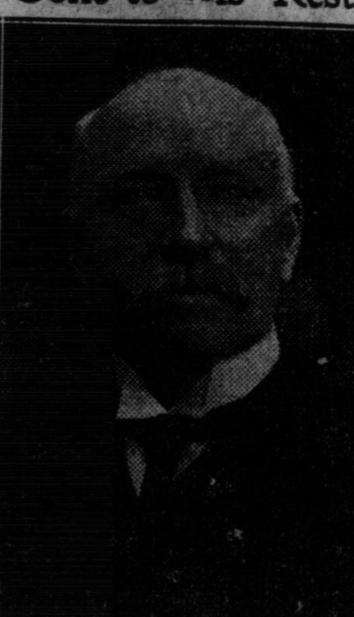
"All I have to say is that the writer should change his brand of tobacco, because these dreams are not profitable to a man when he awakes. He did not get any of those ideas from anybody, unless the company."

Mr. Balfour's Views.

Mr. Balfour said he had been overwhelmed by letters on the question, but he felt bound to express the opinion that some change was desirable. He, however, agreed that pressing the bill thru the house was an unusual and regrettable use of power. If anybody

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Gone to His Rest



JOHN EWAN,
Associate editor of The Globe, who
died this morning.

BILL TO CHANGE KING'S OATH AMENDED

Asquith, Indifferent to Non-conformists, Limits Reference to Church of England—Motion to Reject Bill Defeated by 410 to 84.

(Canadian Associated Press Cable.)
LONDON, July 27.—The second reading of the bill altering the King's accession declaration was anticipated with considerable interest, in view of the agitation against the alteration which arose in Scotland and other parts of the country, and the demand of the nonconformist members that no reference to the "Church of England as by law established" should appear in the new declaration.

President Asquith, in moving the second reading, said that no government having regard only to party interests, would dare to offend the nonconformists that involved. Their only object was to relieve the new sovereign from the obligation of making public declaration, which gave legitimate offence to millions of loyal subjects in all parts of the dominions. Any such provision is inevitable, says rise to considerable discontent of members standing and active hostility. But he drew a broad distinction from belief that the present form of declaration could not be modified in any way without impairing the safeguards of the Protestant succession and the claim of the nation put forward by the bill, which agreed in condemning the present form, but who were not satisfied with the formula proposed to be substituted.

Not a Safeguard.

Those who maintained the former position were for most part ignorant of the state of the law on the subject, and the declaration did not only not "the" safeguard, but was not even a safeguard for the Protestant succession. The Protestant succession to the throne was amply secured by the express terms of the bill of rights. What more adequate specific safeguard of the Protestant succession could there be than that Mr. Asquith said.

He was going to make a suggestion, in order to see how it was received. It was that the declaration should read as follows: "I do solemnly, sincerely and in the presence of God, accept the crown and the government of the United Kingdom and the dominions of Canada, and of the British Empire, and of the territories and colonies which are therein mentioned, and declare that my acceptance of the crown is not to be construed as a renunciation of my title as Prince of Wales." Mr. Asquith said that the declaration should read as follows: "I do solemnly, sincerely and in the presence of God, accept the crown and the government of the United Kingdom and the dominions of Canada, and of the British Empire, and of the territories and colonies which are therein mentioned, and declare that my acceptance of the crown is not to be construed as a renunciation of my title as Prince of Wales."

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The proposal was defeated. Mr. Asquith said that the declaration should read as follows: "I do solemnly, sincerely and in the presence of God, accept the crown and the government of the United Kingdom and the dominions of Canada, and of the British Empire, and of the territories and colonies which are therein mentioned, and declare that my acceptance of the crown is not to be construed as a renunciation of my title as Prince of Wales."

"Unfortunately, at the present time we do not think that either you or your employees are approaching this matter in the right spirit or from the right standpoint. If you and your employees were the only persons who were suffering in this way, it would be better to let you finish it between you, but society is so constituted and so interrelated that the conflict has reached over to us and we are being badly injured."

Mr. Balfour's Views.

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Continued on Page 7, Column 1.

BROTHERHOOD CHIEFS SEE G.T.R. HEAD AND SUBMIT A SETTLEMENT OFFER IF REJECTED, STRIKE SPREADS TO-NIGHT

Time For Ontario to Make Demand

The people of the Province of Ontario are behind the men in this G.T.R. strike.

Public opinion demands at this hour that Charles M. Hays listen to reason and the call of the innocent sufferers and move from his position of obstinacy to the Valley of Conciliation and Peace. Toronto and Ontario are paying too high a price, thru this strike, for the determination of Charles M. Hays. And it is a foolhardy corporation, that in its effort to beat down its employees, puts a whole community to inconvenience and loss. Toronto and this province will not stand for it longer. If it is persisted in, even the most remote shareholders of the Grand Trunk Railway will feel its effects.

The board of control of this city meets to-day.

In view of the intense suspense and positive distress caused by the G.T.R. strike in Toronto and Ontario, it is the duty of the controllers to take cognizance of the facts and express themselves in strongly worded resolutions calling upon Charles M. Hays to reconsider the situation and make the first advance looking toward conciliation and peace.

In a hundred different points throughout Ontario traffic is tied up, wage earners are out of employ, business is at a standstill, and a sense of money being given to industry that it will take a long time and much money to bring back to normal.

Toronto is feeling the effects of the strike in countless ways. The innocent citizen is suffering.

What should the board of control do to-day?

It should recite the facts of the case and call upon Charles M. Hays to reconsider and conciliate. In this way the whole city would give expression to its belief that this strike should cease.

The board of control should wire every other municipality in Ontario to call emergency meetings and similarly memorialize Charles M. Hays. One hundred dollars spent in telegrams in this way would be amply repaid in promoting rapid peace.

The only person that stands between Toronto and Ontario and peace is Charles M. Hays, and it is his. He will find that the men are willing, as they have always been, to get a square deal.

It may be that the G.T.R. board in London, England, will welcome any move that will bring about peace. The G.T.R. board in London, England, hopes to do transportation business in Canada for many years to come. The effects of a long strike are not easily eradicated.

It is time for Mr. Hays to get his skates on for Peaceful Valley.

The World has reason for believing that the men will win their strike against the G. T. R.

So far the "hollering" of victory has come from the side of the company. The company is organized inside and outside to its views.

Not so the men. They know not the devious paths of publicity. No clear-cut statement of the progress and the prospects of the strike has come from them.

They have seen no need to play and the game looks good to them. From what is under way and can be counted on, the World believes the men will win.

To-night the Grand Trunk gave out a statement to the effect that Presidents Lee and Garretson had offered to the striking conductors, trainmen and yardmen back to work on the terms offered by President Hays when the strike was declared. The statement reads:

"A conference was held this afternoon between Presidents Lee and Garretson for the striking unions and Presidents Hayes and Vice-President Fitzpatrick for the Grand Trunk.

The representatives of the men stated that the striking employees should be taken back to work if they should be taken back to work before the strike started, to their old positions, with the rates of pay offered by the Grand Trunk when it accepted the report of the board conciliation.

It was proposed that then the question of when the new rates should go into effect and other matters should be arbitrated.

"The answer of the Grand Trunk to this was that they could not do such a thing. It was stated that there was no feeling on the part of the management against their former employees, that the men had no guarantee of their old positions or the other conditions demanded.

"The union officials were told that if the men wished to go back to work, all who had not been guilty of misdemeanors since the strike started would be given employment as fast as the places were opened for them."

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